

DOUGLAS AIRCRAFT COMPANY

MCDONNELL

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DOUGLAS CORPORATION  
3855 Lakewood Boulevard  
Long Beach, California 90801

**COPY**

REFERENCE:  
BULLETIN 54-48

**DC-10**

## SERVICE BULLETIN CHANGE NOTIFICATION

SUBJECT: NACELLES/PYLONS - Attach Fittings - Replace Engines 1 And 3 Wing Pylon  
Aft Attach Spherical Bearings.

MODEL: DC-10, Series 10, 30, and 40.

This Change Notification is published to inform affected operators that subject Service Bulletin is changed as indicated below.

This change will be incorporated in the next formal Service Bulletin revision; however, no formal revision is planned at the present time.

Change paragraph 1.J.(1) to read as follows:

- (1) Airworthiness Directive 79-15-03; Amendment 39-3557, dated September 7, 1979 (effective September 17, 1979).

WPM

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PRODUCT SUPPORT

April 4/80

Page 1 of 1

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3223 Lakeside Drive  
Long Beach, California 90801

REFERENCE  
BULLETIN 54-48

## SERVICE BULLETIN CHANGE NOTIFICATION

SUBJECT: NACELLES/PYLONS - Attach Fittings - Replace Engines 1 And 3 Wing Pylon  
Aft Attach Spherical Bearings.

MODEL: DC-10, Series 10, 30, and 40.

This Change Notification is published to inform affected operators that  
DZZ7244-1 "C" tool set is also available for lease from Douglas Aircraft  
Company. Direct inquiries to:

Douglas Aircraft Company  
P.O. Box 1771  
Long Beach, California 90801  
Attn: Manager, Recovery and Modification  
Service 7-21  
(DC-10 Service Bulletin 54-48)

This change will be incorporated in the next formal Service Bulletin revision;  
however, no formal revision is planned at the present time.

WPM

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Page 1 of 1

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**SERVICE BULLETIN**

**REVISION TRANSMITTAL SHEET**

BULLETIN 54-48

NACELLES/PYLONS - Attach Fittings - Replace Engines 1 And 3 Wing Pylon Aft  
Attach Spherical Bearings.

This page transmits Revision 1 for DC-10 Service Bulletin 54-48 to incorporate  
the following changes:

NOTE: This revision constitutes a complete reissue.

- Reason for Revision:
1. To inform affected operators of the availability of  
four additional oversize bearings.
  2. To provide two additional standard size bearings.
  3. To revise coordination note relative to DC-10 Service  
Bulletin 54-45.
  4. To delete five aircraft from Service Bulletin  
Effectivity which had this modification incorporated  
prior to delivery.

No additional work is required by this revision for  
aircraft modified per prior issue of this Service Bulletin.

Service Bulletin Change Notifications dated December 15/75, April 6/76, October  
28/76, and September 21/79, which were distributed to all affected operators,  
are incorporated by this revision.

Pages 1 Revised NOTE under title.  
thru 4:

Deleted paragraph 1.A.(1)(a) heading.

Deleted operators MH and VG.

Added operator VA.

Changed operator code to GK, was LT.

Deleted paragraph 1.A.(1)(b).

Revised Service Bulletin Effectivity as follows:

<u>Operator</u>	<u>Added</u>	<u>Deleted</u>
JL		46913 (No. 206)

October 31/75

Bulletin 54-48

Revision 1 February 26/80

Page 1 of 2

<u>Operator</u>	<u>Added</u>	<u>Deleted</u>
KE	47887 (No. 125)	
KL		46555 thru 46557 (No. 91, 146, and 197)
MH		46955 (No. 228)
TE		46954 (No. 227)
VA	46555 thru 46557 (No. 91, 146, and 197)	
VG		47887 (No. 125)
WA	46946 (No. 222)	
<u>Other Aircraft</u>	<u>Added</u>	<u>Deleted</u>
		46921 (No. 214)
		46946 (No. 222)
		46949 (No. 179)

Changed production effectivity statement.

Page 4: Changed Compliance to recommended, was optional.

Page 6: Added new paragraph 1.J.(1); revised subsequent paragraphs and renumbered accordingly.

Page 8: Revised Step 2 to add additional oversize bearing and tooling information.

Pages 9 thru 11: Revised paragraph 3.A. to add oversize bearing information and procurement sources for oversize bearings.

Changed wing pylon aft bearing oversize hole tool set tool number to DZZ7244-1 "C", was DZZ7244-1 and added detail parts to kit.

NOTE: The affected operators should make the appropriate corrections to the Service Bulletin Summary, as required to incorporate the intent of this revision.

GFE  
JEM-1

DOUGLAS AIRCRAFT COMPANY

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3855 Lakewood Boulevard  
Long Beach, California 90801

BULLETIN 54-48

# DC-10

## SERVICE BULLETIN

NACELLES/PYLONS - Attach Fittings - Replace Engines 1 And 3 Wing Pylon Aft  
Attach Spherical Bearings.

### NOTE

The repetitive inspection requirements outlined in DC-10 Service Bulletin 54-45 are superseded after accomplishment of this Service Bulletin. Refer to DC-10 On Aircraft Maintenance Planning Report TR761-73-41 for subsequent requirements.

### 1. Planning Information:

#### A. Effectivity:

#### (1) Aircraft Affected:

Model DC-10, Series 10, 30, and 40

<u>Operator</u>	<u>Factory Serial No.</u>	<u>Mfr's Fuselage No.</u>
AA	46500 46502 thru 46525	1 3, 5, 7, 9, 12, 13 20 thru 24, 30, 31, 37, 48, 49, 51, 52, 54 thru 56, 58, 65, and 72
AM	46936 and 46937	147 and 152
AY	47956 and 47957	181 and 201
AZ	47861 thru 47868	75, 88, 94, 121, 135, 149, 178, and 200
CO	46900 thru 46904 47800 thru 47810	34, 40, 41, 43, and 44 92, 98, 101, 139, 142, 145, 148, 173, 177, 191, and 194
GA	46918 and 46919	223 and 226

October 31/75

Revision 1 February 26/80

Bulletin 54-48

Page 1 of 11

<u>Operator</u>	<u>Factory Serial No.</u>	<u>Mfr's Fuselage No.</u>
GK	46727 46905 and 46906	83 47 and 50
IB	46922 46926 and 46927 46953 47980 and 47981	221 99 and 100 225 150 and 186
JL	46660 and 46661 46920 46923	220 and 224 212 216
KE	46912 46915 46934 47887	188 199 160 125
KL	46550 thru 46554 46914 46933 46952	46, 60, 71, 82, and 84 195 159 185
LH	46917 47921 thru 47929	211 117, 122, 123, 129, 166, 170, 190, 192, and 196
MP	46891 46924	127 218
NA	46700 thru 46703 46706 thru 46714  46942 and 46943	14, 16, 18, and 19 38, 61, 62, 68, 70, 105, 106, 165, and 167 162 and 163
NW	46750 thru 46771	28, 36, 53, 66, 79, 97, 102, 108, 111, 113, 120, 124, 126, 128, 130, 143, 151, 161, 164, 168, 175, and 180
OV	46825 and 46826	81 and 109
PK	46931 46935 46940	137 172 141

<u>Operator</u>	<u>Factory Serial No.</u>	<u>Mfr's Fuselage No.</u>
QC	46932 47886	158 90
RG	46916 46941 46944 and 46945	202 176 133 and 156
RK	46890 46892	77 204
SK	46868 thru 46871	171, 174, 217, and 219
SN	47906 thru 47908	115, 157, and 215
SR	46575 thru 46582	57, 73, 114, 131, 132, 183, 184, and 187
TE	46910 and 46911 47846 thru 47849	182 and 189 69, 116, 136, and 213
TK	46705 46907	33 78
TV	46800 thru 46802	96, 103, and 110
UA	46600 thru 46631  47965 thru 47969	4, 6, 8, 10, 11, 15, 17, 25 thru 27, 32, 35, 39, 42, 45, 76, 86, 89, 118, 119, 138, 140, 144, 154, 155, 169, 198, 205, and 207 thru 210 59, 64, 67, 74, and 80
UT	46850 thru 46854	63, 85, 93, 134, and 193
VA	46555 thru 46557	91, 146, and 197
WA	46908 46928 thru 46930 46938 and 46939 46946	95 104, 107, and 112 153 and 203 222

This modification will be incorporated prior to delivery on DC-10, Series 10, 30, and 40 aircraft, manufacturer's fuselage numbers 2, 179, 206, 214, 227, and subsequent as applicable.

Manufacturer's fuselage numbers are applicable to affected aircraft at time of Service Bulletin issue.



(2) Spares Affected:

<u>Spare Part No.</u>	<u>Key Word</u>
LHSS22-77	Bearing

B. Reason:

Seven operators have reported eleven instances of cracks in the left and right wing pylon aft bulkhead spherical bearings. Cracks were found in bearings on aircraft having logged from 1500 to 8000 flight-hours. Continued operation with a cracked spherical bearing could result in additional damage to the wing/pylon aft attach structure. Replacing the spherical bearing with a redesigned bearing having a thicker ball hub and a ball made from a more ductile material will minimize the possibility of bearing cracks.

C. Description:

This modification replaces the left and right wing pylon aft bulkhead spherical bearings. Size of replacement bearings is to be determined by inspection as follows:

- (1) If no damage to bulkhead is observed, aft spherical bearing is replaced with new spherical bearing.
- or
- (2) If damage to bulkhead is observed, hole in bulkhead is enlarged and new oversize bearing is installed.

NOTE: It is recommended this modification be accomplished during engine removal.

D. Compliance:

Recommended. To be accomplished at operator's convenience.

E. Approval:

This Service Bulletin is FAA approved.

F. Manpower:

For scheduling maintenance purposes, left and right wing pylons may be modified independently at different time periods.



Man-hours do not include time for engine removal/installation.

This modification may be accomplished in the following approximate man-hours or elapsed hours per aircraft:

<u>Work Phases</u>	<u>Man-Hours</u>
Gain Access	56.0
Modify (Aircraft)	2.0
Close Up	<u>72.0</u>
Total Man-Hours	130.0
Total Elapsed Hours	17.0

NOTE: This Service Bulletin assumes that the aircraft/unit has been placed in a maintenance status. The man-hour/elapsed time estimates do not include:

1. Preparation for the modification: Examples; defueling, purging, placing work stands, opening standard access doors, obtaining tools, and jacking when jacking is not essential to the modification.
2. Nonproductive elapsed time: Examples; sealant or adhesive cure time, cleaning, paint drying time, lunch and/or rest periods, and quality assurance inspections.
3. Administrative functions: Examples; planning, engineering liaison, parts requisition, shift change coordination, and report writing.

Operators should take the above into consideration when scheduling this modification.

G. Material - Cost and Availability:

(1) Aircraft:

Parts required to accomplish this modification are to be procured from operator's stock or sources indicated in paragraph 3.A.

(2) Spares:

Procurement of replacement parts is to be negotiated between the operator and supplier. Costs are the responsibility of the operator.

H. Tooling - Price and Availability:

Tools required to accomplish this modification are listed in paragraph 3.C and are to be procured from operator's stock or supplier. Price and availability to be negotiated between operator and supplier.

I. Weight and Balance:

None.

J. References:

- (1) Airworthiness Directive 79-15-03; Amendment 39-3513, dated September 7, 1979.
- (2) The repetitive inspection requirements outlined in DC-10 Service Bulletin 54-45 are superseded after accomplishment of this Service Bulletin. Refer to DC-10 On Aircraft Maintenance Planning Report TR 761-73-41 for subsequent requirements.
- (3) Data used in preparation of this Service Bulletin:

<u>Data Identification</u>	<u>Change</u>	<u>Type of Data</u>
AUB7025	S	Bulkhead Installation Drawing
MM Chapter 54		Maintenance Manual
TR 761-73-41		Temporary Revision DC-10 On Aircraft Maintenance Planning Report
54-45		DC-10 Service Bulletin
761-9		DC-10 Support Equipment Summary Report, Chapter 54, Pylon

K. Publications Affected:

The modification outlined in this Service Bulletin affects the following DAC DC-10 aircraft publications:

<u>Publication</u>	<u>Chapter and/or Section</u>
Illustrated Parts Catalog	54-11
Maintenance Manual	54-00
Support Equipment Summary Report No. 761-9	54
Tool and Equipment Lists	54-00

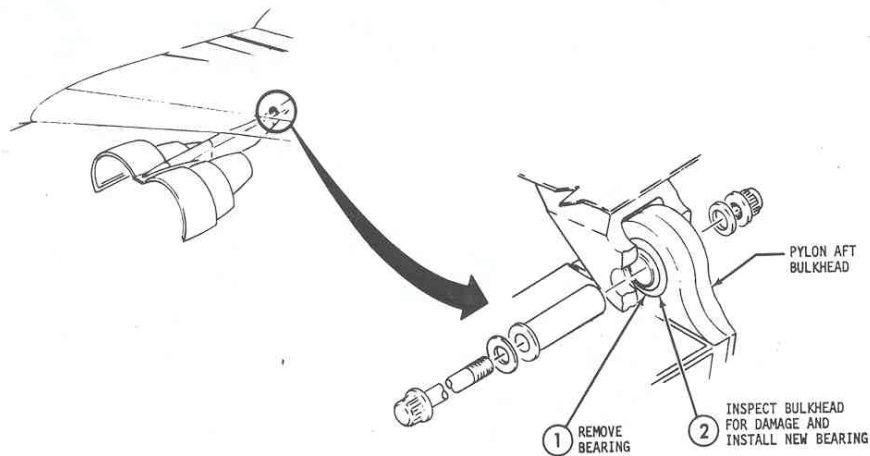
2. Accomplishment Instructions:

WARNING: TO AVOID INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT, MAKE CERTAIN ADEQUATE PRECAUTIONS ARE TAKEN WHILE PERFORMING ANY WORK IF ELECTRICAL POWER IS APPLIED TO THE AIRCRAFT.

CAUTION: ELECTRICALLY GROUND THE AIRCRAFT.

GENERAL NOTES:

1. It is recommended that operators perform this modification during engine removal. The following instructions assume that engines 1 and 3 are removed.
2. The following instructions are typical for engines 1 and 3 wing pylons.
  - A. Gain access to modification area by removing and retaining engines 1 and 3 wing pylons. (See Maintenance Manual Chapter 54-00-00, paragraph entitled "Remove Pylon".)
  - B. Replace pylon aft attach spherical bearing as shown on Figure 1.
  - C. Reinstall engines 1 and 3 wing pylons and attaching parts. (See Maintenance Manual Chapter 54-00-00, paragraph entitled "Install Pylon".)



- ① REMOVE KSBY22N1, ATBY22V4, BLFR22-034, YTA301, 76689, LHSS22-77, LHSSR22-77, OR KSBY22-2 BEARING USING DZZ7237-1 WING PYLON AFT BEARING REMOVAL SET TOOLS AND HP-60G ENERPAC PUMP AND CYLINDER SET. (SEE MAINTENANCE MANUAL CHAPTER 54-00-00, PARAGRAPH ENTITLED "REMOVE PYLON", STEP 43b.)

- ② VISUALLY INSPECT BULKHEAD FOR EVIDENCE OF DAMAGE DUE TO GOUGING OF BEARING INTO BULKHEAD AND ACCOMPLISH THE FOLLOWING:

- a. IF DAMAGE IS NOT EVIDENT, MEASURE HOLE IN BULKHEAD. IF HOLE SIZE IS 2.9985/2.9990(76.1619/76.1746)-INCH DIAMETER INSTALL NEW KSBY22-5, BSSR-22220, NSS22D, OR 79583 BEARING USING DZZ7237-1 WING PYLON AFT BEARING TOOLS AND HP-60G ENERPAC PUMP AND CYLINDER SET. (SEE MAINTENANCE MANUAL CHAPTER 54-00-00, PARAGRAPH ENTITLED "REMOVE PYLON", STEP 43c.)

NOTE: IF HOLE SIZE IS GREATER THAN 2.9990(76.1746)-INCH DIAMETER, OVERSIZE BEARING MUST BE INSTALLED PER STEP 2b.

- b. IF DAMAGE IS EVIDENT OR HOLE SIZE EXCEEDS 2.9990(76.1746)-INCH DIAMETER, ENLARGE HOLE IN BULKHEAD IN INCREMENTS NOTED AS REQUIRED TO CLEANUP DAMAGE, CHAMFER BOTH HOLE EDGES .045+.010(1.143+.254) X 45° USING APPLICABLE REAMER AND CUTTER FROM DZZ7244-1 "C" TOOL SET. SEE TABLE 1. (SEE MAINTENANCE MANUAL CHAPTER 54-00-00, PARAGRAPH ENTITLED "REMOVE PYLON.")

TABLE 1

FINAL HOLE SIZE	REAMER	CUTTER	APPLICABLE BEARING
3.0005/3.0010 (76.2127/76.2254)	DZZ7244-29	DZZ7244-35	KMS1005 (.002(.0508)-INCH OVERSIZE)
3.0085/3.0090 (76.4159/76.4286)	DZZ7244-31	DZZ7244-37	KMS1006 (.010(.2540)-INCH OVERSIZE)
3.0185/3.0190 (76.6699/76.6826)	DZZ7244-33	DZZ7244-39	KMS1007 (.020(.5080)-INCH OVERSIZE)
3.0285/3.0290 (76.9239/76.9366)	DZZ7244-3	DZZ7244-5	KMS705 (.030(.7626)-INCH OVERSIZE)
			OR
			LH22F
			OR
			79828

NOTE: OVERSIZE BEARING TO BE USED ONLY WHEN DAMAGE IS EVIDENT OR HOLE IN BULKHEAD EXCEEDS 2.9990(76.1746)-INCH DIAMETER.

DIMENSIONS WITHIN PARENTHESES ARE IN MILLIMETERS.

### ENGINES 1 AND 3 WING PYLON AFT ATTACH BEARINGS - REPLACEMENT

Bulletin 54-48

FIGURE 1

October 31/75

Page 8

Revision 1 February 26/80

3. Material Information:A. The basis for the following material data is per aircraft.

Parts to be procured from operator's stock or sources indicated.

NOTE: Maximum quantity of 2 bearings required per aircraft. Part number, quantity, and size of bearings to be determined upon inspection. Oversize bearing to be used only when damage is evident.

FSCM indicates Federal Supply Code for Manufacturers.

<u>New Part No.</u>	<u>Qty</u>	<u>Key Word</u>	<u>Old Part No.</u>	<u>Instructions- Disposition</u>
KMS1005	As Reqd	Bearing (.002(.0508)- inch oversize)	KSBY22N1, ATBY22V4, BLFR22-034, YTA301, 76689, LHSSR22-77, LHSS22-77, or KSBY22-2	1/ 2/ 3/ Discard
or KMS1006		Bearing (.010(.2540)- inch oversize)		
or KMS1007		Bearing (.020(.5080)- inch oversize)		
or KMS705		Bearing (.030(.7620)- inch oversize)		
or LH22F				
or 79828				
or KSBY22-5		Bearing (Standard)		
or BSSR-22220				
or NSS22D				
or 79583				

- 1/ The KMS705 (.030-inch oversize) bearings may be purchased from the Douglas Aircraft Company. Cost and availability of oversize bearings will be furnished upon request. Direct inquiries to:

Douglas Aircraft Company  
P.O. Box 1771  
Long Beach, California 90801  
Attn: Parts Sales - Commercial 7-21  
(DC-10 Service Bulletin 54-48)

October 31/75

Bulletin 54-48

Revision 1 February 26/80

Page 9

- 2/ The LH22F or 79828 bearings (.030(.7620)-inch oversize) are listed as authorized substitutions for the KMS705 oversize bearing. The BSSR-22220, NSS22D, or 79583 bearings are listed as authorized substitutions for the KSBY22-5 bearing. Bearings may be purchased from the following suppliers:

<u>New Part No.</u>	<u>FSCM</u>	<u>Supplier</u>
BSSR-22220 Bearing	81376	Southwest Products Company P.O. Box 1026 Monrovia, California 91016
KSBY22-5 Bearing	97613	Sargent Industries Kahr Bearing Division 3010 North San Fernando Boulevard Burbank, California 91506
LH22F Bearing (.030(.7620)- inch oversize) NSS22D Bearing	73134	Heim Universal Corporation Incom International Incorporated 60 Round Hill Road Fairfield, Connecticut 06430
79583 Bearing 79828 Bearing	09455	Lear Siegler Incorporated Transport Dynamics Division 3131 Segerstrom Avenue Santa Ana, California 92702

- 3/ The KMS1005 (.002(.508)-inch oversize), KMS1006 (.010(.2540)-inch oversize), and KMS1007 (.020(.5080)-inch oversize) bearings may be purchased from the following suppliers:

<u>New Part No.</u>	<u>FSCM</u>	<u>Supplier</u>
KMS1005 or KMS1006 or KMS1007	04795	Airsupply Company Division of Garrett Corporation 18700 Crenshaw Boulevard Torrance, California 90504
	Not Available	or Allied Bearing Supply Company 416 South Utica Avenue Tulsa, Oklahoma 74101
	06260	or Bobker Bearings, Incorporated 29-02 39th Avenue Long Island City, New York 11101
	Not Available	or Florida Bearings 3164 North Miami Avenue Miami, Florida 33127

B. The basis for the following material data is per spares:

Discard spare LHSS22-77 bearing and order KSBY22-5 or NSS22D bearing as replacement.



C. The basis for the following tooling data is per operator.

The following tools are required to accomplish this modification and are to be procured from operator's stock or suppliers. Refer to DC-10 Tool and Equipment list, Chapter 54-00-00 and Support Equipment Summary Report No. 761-9, Vendor Code AAA-88277.

<u>Tool No.</u>	<u>Qty</u>	<u>Key Word</u>	<u>Instructions- Disposition</u>
DZZ7237-1	1	Wing Pylon Aft Bearing Removal/Installation Set	
DZZ7244-1 "C"	1	Wing Pylon Aft Bearing Oversize Hole Tool Set	<u>4/</u>
HP-60G	1	Enerpac Pump And Cylinder Set	

4/ Operator may obtain quote for fabrication of DZZ7244-1 "C" Tool Set from the following suppliers:

Advanced Ground Systems  
Engineering Corporation  
P.O. Box 4238  
Torrance, California 90501

Phone: (213) 538-2350  
Mr. Bobby Jackson

P/F Industries, Incorporated  
1303 South 96 Street  
Seattle, Washington 98108

Phone: (206) 767-3700  
Telex: 32-8867  
Mr. Art Brown

Spec Tool Company  
9626 East Beverly Road  
Pico Rivera, California 90660

Phone: (213) 723-9533  
Mr. Albert G. Fink, Jr.

Stang Manufacturing Company  
767 North Main Street  
Orange, California 92668

Phone: (213) 624-9726  
Mr. Victor S. Thomasen

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October 31/75

Revision 1 February 26/80

Bulletin 54-48

Page 11